1978

DEPARTMENT OF THE NAVY
COMMANDER FIGHTER WING ONE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460

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From: Commander Fighter Wing ONE
To: Chief of Naval Operations (OP-05D2)

Subj: Command History Report

Ref: (a) OPNAVINST 5750.12B
(b) COMFITWING ONE ltr Ser 207 of 22 Mar 78

Encl: (1) Commander Fighter Wing ONE Command History Report for 1978

1. In accordance with reference (a), enclosure (1) is submitted.

SAMUEL C. FLYNN, JR.

Copy to:
Director of Naval History

COMMANDER FIGHTER WING ONE
COMMAND HISTORY
1978

1. Command Organization

a. Captain Samuel C. Flynn relieved Captain John S. Disher as Commander Fighter Wing ONE on 28 April 1978.

b. The mission of Commander Fighter Wing ONE remains as outlined in reference (b).

c. The squadrons assigned to Commander Fighter Wing ONE are:

SQUADRON	COMMANDING OFFICER	AIRWING
VF-14	CDR T. W. WRIGHT	1
VF-32	CDR C. F. LOGAN	1
VF-31	CDR D. A. SULLIVAN	3
VF-103	CDR S. L. VERNALLIS	3
VF-142	CDR F. L. LEWIS	6
VF-143	CDR P. W. COOPER	6
VF-33	CDR J. E. ALLEN	7
VF-102	CDR W. J. DENNING	7
VF-41	CDR D. W. HOFFMAN	8
VF-84	CDR T. S. TREANOR	8
VF-11	CDR K. T. KILBY	17
VF-74	CDR D. C. ANDERSON	17
VF-43	CDR E. T. SMITH	
VF-101	CDR T. L. SANDERS	
VF-171	CDR R. J. MCGUIRE	
VF-171 (DET KEY WEST)	LCDR (b) (6) (OINC)	

2. Summary of Operations

a. Training:

(1) The Commander Fighter Wing ONE COMPEX program has continued to provide a valuable method of evaluating squadron training and readiness. Additional ongoing programs described in reference (b) are squadron administrative inspections and frequent missile firing exercises.

(2) The Fleet Fighter ACM Readiness Program (FFARP) has been expanded and refined and has assumed a major role in the training of fighter crews in the ACM environment. VF-43 has developed a formal syllabus, and squadrons are being evaluated and are provided with hard copies of the results for each participating crew.

(3) The Air Combat Maneuvering Range (ACMR), with its' exceptional potential for further development and exploitation was granted final government acceptance in March 1978. Extensive studies were conducted to evaluate the feasibility of incorporating EW inputs into the ACMR, and

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to develop methods by which to qualify and objectively evaluate fighter crew performance in the Air Combat Maneuvering environment.

(4) The Conventional Weapons Technical Proficiency Inspection (described in reference (b)) is conducted annually for each assigned fighter squadron. This program has played an important role in maintaining and upgrading the level of squadron readiness in the area of conventional weapons delivery capabilities.

b. Maintenance: The Commander Fighter Wing ONE Maintenance team made significant contributions to the aircraft readiness posture during 1978. In addition to initiating beneficial aircraft modifications, and conducting squadron assistance visits, the maintenance team set a new standard by sending four deploying squadrons to sea with all fully equipped aircraft (a zero cannibalization rate).

(1) F-14

(a) The F-14A configuration update program (CUP) was initiated in 1979 and aircraft from VF-14, VF-32, VF-142 and VF-143 were completed. This program, consisting of eight A/C modifications, was designed to enhance the maintainability, operational readiness, survivability and safety of the F-14 aircraft.

(b) A modification to provide improved fire containment was made to all F-14 engines in Commander Fighter Wing ONE aircraft. This change, the TF-30 P412A Survivability Reliability Change, was coordinated by Commander Fighter Wing ONE and in addition to providing improved aircrew safety, increased the inspection interval on engines from 350 to 500 hours.

(c) F-14 technical maintenance publications on the following systems were extensively reviewed and revised to improve currency and usability:

Fuel System
Flight Control System
Environmental Control System
Hydraulic System
Power Plant System

(2) Two significant modifications were initiated for the F-4 aircraft. A modification (AFC 393) to strengthen the main landing gear assembly and reduce failures was completed for VF-31 and VF-103. A modification (AFC 575) to strengthen the stabilator attachment fitting and reduce incidents of breakage was completed on 28 aircraft.

(3) The Commander Fighter Wing ONE Corrosion Advisory Team was established in order to improve aircraft material condition and readiness by reducing manhours and costs resulting from corrosion failures. Instituted in April 1978, the program provides for annual team visits to each squadron to aid in personnel training, and to impart up to date knowledge and methods to squadron personnel.

(4) Aircraft weapons systems and Electronic Countermeasures (ECM) equipment received considerable attention from Commander Fighter Wing ONE during 1978. A significant upgrading of F-4 capability was realized when squadron began receiving the AWG-10A radar, which has demonstrated greatly increased reliability. Fighter squadron 11, 74 and 171 began receiving AWG-10A radars in 1978. Commander Fighter Wing ONE initiated an extensive weapons system improvement program which consisted of refurbishing the fire control and weapons systems of cognizant aircraft. This program has yielded dividends in improved reliability and weapons systems availability as demonstrated in squadron missile exercises. The Colt 45 program, which incorporates modifications to the ALR-45 (ECM) equipment began in late 1978, is expected to increase system reliability. The result of this increased emphasis on airborne systems resulted in vastly improved aircraft full systems capability. During 1978, four squadrons deployed with all aircraft possessing full system capability (weapons systems in operable status).

c. Safety

(1) Seven of the fifteen Atlantic Fleet fighter squadrons completed calander year 1978 with no major aircraft accidents:

VF-31	
VF-32	VF-84
VF-33	VF-102
VF-41	VF-142

Squadrons who continue to excel in accident-free operations are:

VF-32 - 9 years accident-free; VF-84 - 6 years accident-free; and VF-142 - 5 years accident-free.

(2) Of the eleven major aircraft accidents during 1978, only five aircraft sustained strike damage, and only one fatality (compared to eleven in 1977) occurred. Of the eleven accidents, six were attributed to material failure and five were attributed to pilot error. NONE were attributed to maintenance.

(3) Commander Fighter Wing ONE instituted a safety petty officers course during 1978. This one day course outlines the duties and responsibilities of safety P. O.'s demonstrates the organization of an effective shop safety program and focuses on overall accident prevention.

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